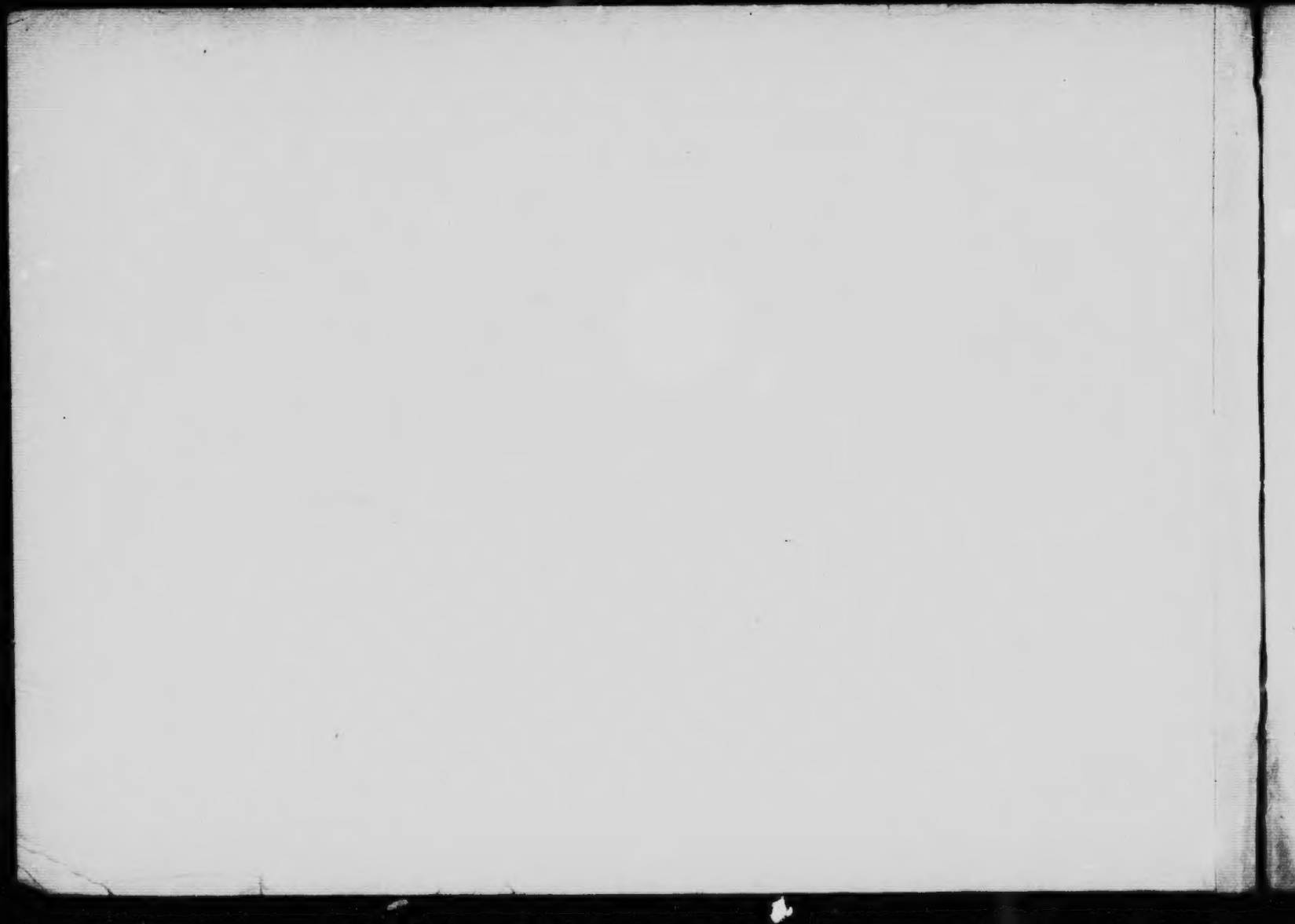


NOVA SCOTIA



The Land
of
Summer Rest

DOMINION ATLANTIC RAILWAY



NOVA SCOTIA

The Land of Summer Rest

A Cool and Beautiful
Vacation Retreat,
Reached by a Most De-
lightful Ocean Voyage
from New York to
Yarmouth



Sailings from Pier,
Foot of East 20th Street,
East River, New York

R. M. S. "*Prince Arthur*,"
Captain Ernest Kinney

Dominion Atlantic Railway Company

P. GIFKINS, Gen'l M'g'r

KENTVILLE, N. S.

1907



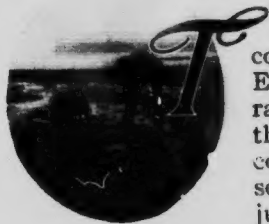
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YARMOUTH, THE HOS.ITABLE GATEWAY TO EVANGELINE'S LAND

O'er Summer Seas to a Land of Rest and Beauty

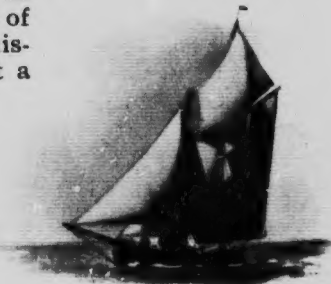
"If you would seek a healthful, cool retreat,
Out from the crowded city's dust and heat;
Northward and eastward take the wat'ry way —
'Tis but the voyage of a summer day —
To that Acadian clime whose fiercest heat
Is ever tempered by the sea-breeze sweet."



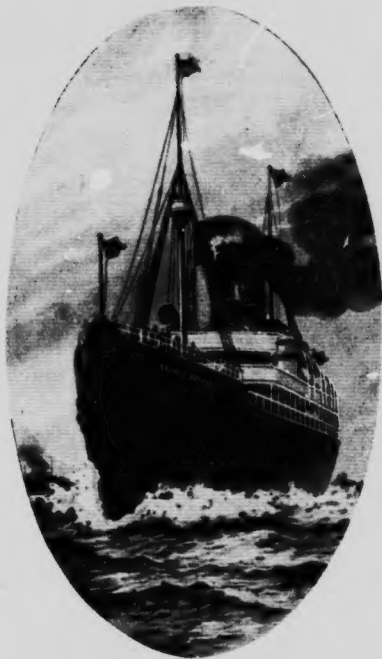
THE FAVORITE summer vacation resort toward which the thoughts of an entire continent nowadays eagerly turn with every recurring warm period lies just east of New England, and on the Atlantic outposts of the Dominion of Canada. Known in geography and commerce as Nova Scotia, it is cherished by all lovers of the beautiful and the romantic by its more picturesque name of "The Land of Evangeline." It is a country whose salubrity of climate, attractiveness of scenery, and simplicity of life seem to have marked it especially for an ideal summer vacation land, and it is only just now that people are really beginning to appreciate it as it deserves.

Longfellow, through his heart-touching story of "Evangeline," has done much to enhance Nova Scotia's fame as a theater of history and tradition; but its natural attractions are all its own, and there is not a square mile of the entire peninsula which the tourist or rest-seeker will not find something to interest him.

In this country of perpetual coolness — this "Long Wharf of the Continent" — there are miles and miles of sun-swept beaches, thousands of acres of smiling meadows and fragrant orchards, historic cities and peaceful villages, tides that rise and fall fifty and sixty and even seventy feet; forests that shelter the moose and the deer and the sweet songsters of the air; lakes that smilingly reflect the bluest of blue in every ripple the magic word "Rest"; rivers that sing the strains to the angler



OFF FOR "THE BANKS"



R. M. S. "PRINCE ARTHUR"

could more fitly fill the requirements. There is nowhere along the Atlantic coast a more seaworthy, comfortable, and speedy steamship than the "Prince Arthur." This elegant passenger carrier

and the lover as they flow through the field and the wilderness, and air that fills the lungs as with the breath of a new life and which cannot be analyzed by scientists or described in words.

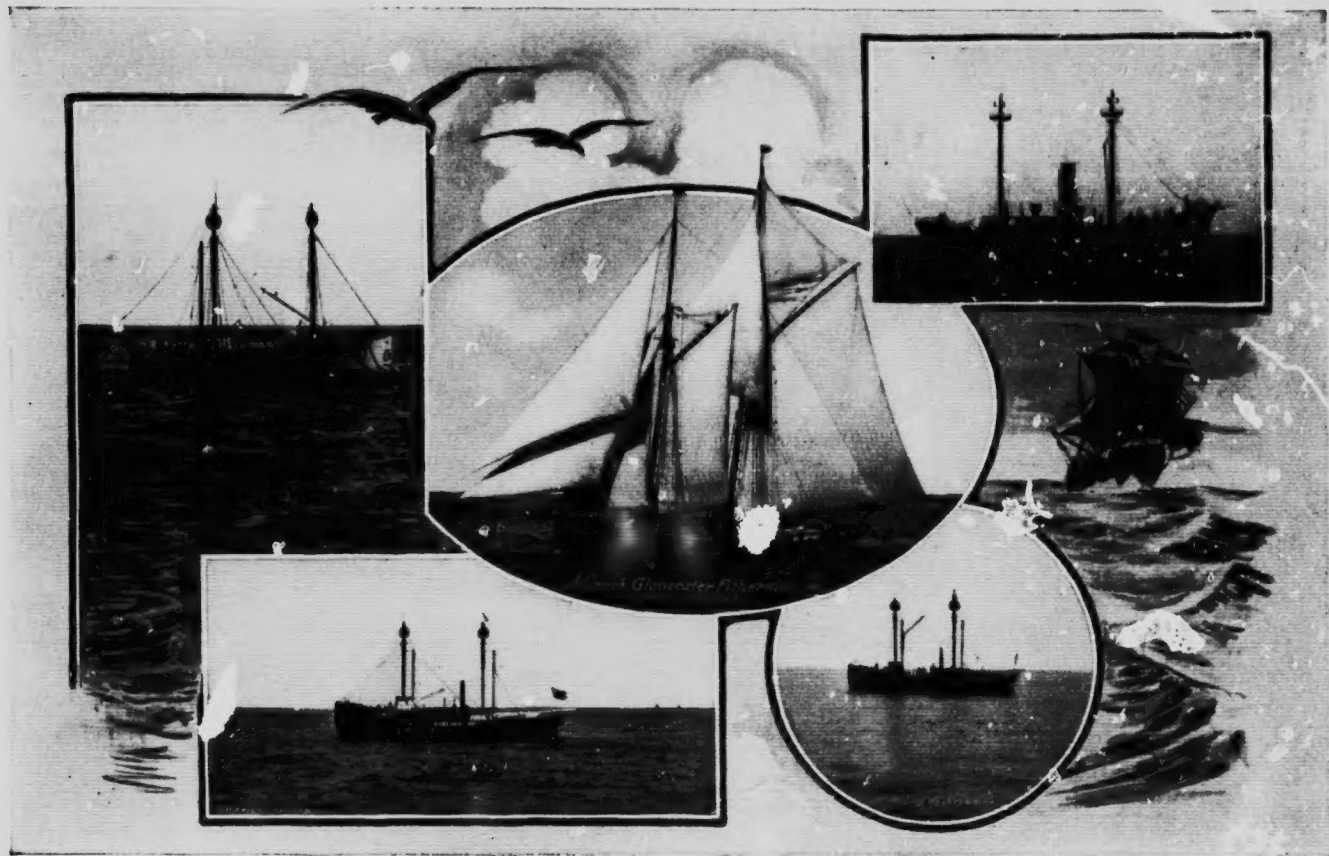
These are but a few of the compelling charms and characteristics of Nova Scotia. It is difficult to say which of its phases has the most potent influence upon the visitor — the rural or the primitive. One who comes within its sea-washed borders for the first time knows only that he has never before been in a country just like it, and he never ceases to marvel that, although it has always lain right at the door of the populous Republic, it has remained even to this day but a name to most of the latter's millions.

In point of fact, it is only within the past few years that the people of New York and the South have found their way to the Land of Evangeline in any considerable numbers.

To-day, however, as a result of the splendid steamship service between New York and Yarmouth, inaugurated in 1904 by the Dominion Atlantic Railway Company of Nova Scotia, they are flocking to the Land of Evangeline by scores from the metropolis, Philadelphia, Baltimore, Washington, Pittsburg, Albany, Buffalo, St. Louis, and other centers. The Company has selected one of the finest and fastest steamships of its fleet — the "Prince Arthur" — for this New York-Yarmouth service, and there is no vessel of her size afloat that



YARMOUTH HARBOR



SOME OF THE LIGHTSHIPS PASSED DURING THE VOYAGE



IN THE FISHING COUNTRY

as upon the piazza of a palatial seashore hotel. One of the finest, as well as one of the most important departments of the steamship, is the dining saloon, situated on the main deck forward and extending the entire width of the vessel. It is light and well ventilated and attractively decorated. The cuisine is as perfect as that which is to be found on any coastwise steamship, and obliging and intelligent stewards look after the comfort of passengers.

The "Prince Arthur" is commanded by Capt. Ernest Kinney, a skilful and careful navigator who has had an experience of many years in these waters.

Women passengers, with or without escort, are assured of the best of care at the hands of trained and accommodating stewardesses.

was built for the Company in Hull, England, in 1899, especially for the transportation of tourists between the United States and the Maritime Provinces, and she is laid down on the lines of the modern transatlantic liner.

Her steel hull is of yachtlike model and is fitted with bilge keels, imparting great steadiness of motion. The "Prince Arthur" is 304 feet long, 39 feet beam, and of 2240 gross tons. She has engines of the most powerful and modern type, and her twin-screws can drive her at a speed of 19 knots an hour. Double funnels emphasize her close relationship to the "liner"; and the comparison is further accentuated by her broad covered promenade decks and her splendid interior appointments.

The "Prince Arthur" has 75 well-appointed staterooms, including a number of light and airy deck rooms, and she is licensed to carry 600 passengers. In the after part of the promenade deck there is a commodious smoking and card room, and there is an artistically furnished music room containing a fine piano forward, near the main companionway. Electricity brilliantly illuminates the ship throughout at night, including the promenade deck, and life is nearly always as enjoyable there



"NO PLACE LIKE HOME"

Along Shore and Across the Gulf of Maine



"This is the land of waters, where the coast,
Wave-pierced by winding inlet-paths, is crossed."

THE "Prince Arthur's" sailing hour on her eastward trip enables the tourist to commence his vacation by enjoying a delightful summer afternoon's sail through that incomparable marine highway, Long Island Sound. Steaming away from her berth at the pier, foot of East 20th Street, East River, New York, the "Prince Arthur" begins her 440-mile journey to Yarmouth, Nova Scotia, passing up the crowded river and under the long bridges, until soon the tall skyscrapers of the metropolis, with their poignant memories of work and worry and heat, disappear.

The islands, with their familiar city institutions, give place to famous Hell Gate, and soon the good ship is breasting the gentle waves of the Sound and heading for Execution Rock. Lonely Stratford Shoal Light is next passed, the steamship keeping near the picturesque Long Island shore, with its attractive summer settlements and its animated marine life. Steamboats, sailing craft, long tows of barges and all kinds of other craft are met or overhauled, and there is something of interest to be enjoyed every minute.

At sundown the steamship has passed out of the Sound, and sweeping past Little Gull Light enters the "Race." Her course is then shaped for Vineyard Sound, passing north of Block Island. The scenery that is thenceforth veiled by the darkness is viewed by daylight on the return trip, so that practically none of it is missed.

Heading through Vineyard Sound, the long procession of "lights along the shore" is slowly followed, beginning with Vineyard Lightship, and followed by Gay Head Light, Nobska Light, and East and West Chop Lights, the latter marking the entrance to



AN IDEAL VACATION SPOT



A PROMISE OF THE MORROW

previous afternoon through the Sound. In the former case it was a trip through semi-inland waters. Now it is, to all intents and purposes, an ocean journey. There is the same apparently limitless expanse of tumbling waters, the same fresh, salty, intoxicating breezes, and the same feeling of restfulness and freedom from care that possesses the traveler en route to Europe.

Already the wonderful vacation elixir is beginning to assert itself.

One cannot possibly be lonely in this part of the Atlantic, however, for this is one of the most crowded pathways of commerce.

Vineyard Haven. The next twinkling constellation to be passed is Cross Rip Lightship, and then in regular order come Handkerchief Shoal Lightship, Shovelful Lightship, and Pollock Rip Lightship. When this last-named beacon is reached, the "Prince Arthur" has completed the first half of her journey.

Passing out through the "Slue" and into deeper waters, the steamship begins her voyage across the Gulf of Maine, whose cool currents have so much to do with tempering the summer heat to the dwellers along the New England coast.

Daylight finds the ship about 40 miles east of Nantucket Shoals, her course now being E. N. E., directly for Yarmouth Light. The voyage now is in marked and delightful contrast to that of the



A YARMOUTH GARDEN

Big 10,000-ton liners are likely to appear upon the horizon at any minute, confirming the day-dream that this is a voyage to Europe; crack Gloucester fishermen flit by with their finny fares; swordfishermen and mackerel seiners bob up and down in the swell, and lumber or coal-laden coasters go splashing by. When none of these are in view there is always a friendly school of porpoises disporting around the bows, or perhaps a herd of spouting whales somewhere in the watery foreground.

Later on the quaintly striped lighthouse on Cape Forchu is discerned ahead, and in an hour or so the "Prince Arthur" and her happy passengers are entering Yarmouth Harbor.

Severe enough in their color and outline, the Yarmouth Capes, sentineling the western gateway of tourist travel into the Land of Evangeline, have yet a certain beauty of their own.

They are known respectively as the East and West Capes, the estuary between them forming an attractive and popular beach resort, being called False Harbor. Cape Forchu, from whose highest point the lighthouse rises many feet above the sea, means in French "double cape."

On a clear day, just before reaching the Cape, several of the Tusket Islands may be seen to the right, while up the Bay of Fundy, to the left, 15 miles W. N. W., lies the Lurcher Lightship, marking a dangerous shoal spot with only seven feet of water. The channel of Yarmouth Harbor is a tortuous one, and at dead-low tide the effect is akin to steaming slowly up a serpentine river through meadows of vivid green. The whistle at the light sounds a cordial welcome to the Yankee visitors, the big bell at the Bug Light, midway of the channel, cheerfully "seconds the motion" as the "Prince Arthur" passes, and in a few minutes the lines of the good ship are made fast at the wharf and the tourists step ashore upon foreign soil within the precincts of one of the most hospitable and progressive communities in all Canada.



A BAY OF FUNDY VISTA

Yarmouth: The Gateway of Evangeline's Land



"At Yarmouth, Nova Scotia's western gate,
Long might the pleasure-loving tourist wait:
A busy, thriving port, yet all around
The restful scenes of rural life are found."

THE poet speaks but the truth when he sings thus of Yarmouth. There is something rest-compelling about the very air of this famous gateway of tourist travel, while the name of the place, suggestive of the proud ships that have sailed into every port of the world, has a salty and romantic flavor. Typically Canadian, the town is yet a sort of composite of New England and Old England. The former sent it many of its founders, while its picturesque hedges of hawthorn or spruce, together with its lovely old-fashioned gardens in which the more favored tourist is sometimes entertained at "four-o'clock tea," speak eloquently of the Mother

Country. Its hedges, indeed, are the most prominent characteristic of Yarmouth, forming a most agreeable substitute for fences. One cannot be very long in the town, too, without realizing that its orderly and enterprising people love flowers and appreciate the decorative value of trees and shrubs.

Certainly there could be few more remarkable contrasts than that between crowded and clamorous Broadway, from which the tourist hurried away but a few short hours before, and peaceful and flower-decked Yarmouth!

The town has a fairly large population, and covers a considerable area, including several elevations, from which a fine view of the place and the adjacent ocean can be enjoyed. On every hand are evidences of wealth and culture, and some of the private estates rank in extent and beauty with the best in Canada.

The inhabitants, of course, are unwavering in their loyalty to



BAY VIEW PARK, YARMOUTH

Britain's flag and institutions, but none of King Edward's subjects appreciate more or understand better their Yankee cousins.

While Yarmouth contains but little of historic interest, it has many other attractions for the tourist. First of all are its magnificent drives over almost perfectly level roads, radiating in nearly every direction. One of the most interesting of these is the one to Port Maitland, some 12 miles distant, on the Bay of Fundy shore.

There is a splendid bathing beach here, and a fairly large summer colony whose comfort is looked after by excellent hotels and boarding-houses. Markland is another cozy shore retreat, somewhat nearer Yarmouth, and other points of interest near by are Arcadia and Tusket. In Yarmouth Harbor itself, opposite the town, is Bay View, a restful and picturesque natural park and picnic ground. The beautiful Milton ponds are emblematic of another of Yarmouth County's glories — its lakes. These number several hundred, and afford trout fishing of the finest description. Salt-water fishing can also be enjoyed here as in few other places, for the deep-sea fisheries are hard by. Excursions to the neighboring Tusket Islands are another popular source of enjoyment, and many an informal "chowder party" is held in this lovely archipelago during the vacation season.

Yarmouth has one of the finest hotels in the Provinces, and the "Prince Arthur's" landing at the Dominion Atlantic Company's wharf brings the visitor almost to its doors.



YARMOUTH CAPE AND LIGHT



A YARMOUTH RESIDENCE

" Now passing northward to St. Mary's shore,
Its course to trace, its beauties to explore;
In every lowly peasant's garb and mien,
Acadian sons of France once more are seen."

The "Flying Bluenose" leaves Yarmouth at a seasonable hour each morning, except Sunday, shortly after the arrival of the Company's express steamship from Boston. Passengers from the boat board the train at the wharf, and a short stop is made at the Dominion Atlantic station at the other end of the town for other patrons and their baggage.

But few stops are made between Yarmouth and Digby, 67 miles distant, the train running rapidly through a country that

Yarmouth is the western terminus of the Dominion Atlantic Company's railway system, and the eastern terminus of its New York-Yarmouth and Boston-Yarmouth steamship lines. There is a railway line to Pubnico, Barrington, Shelburne, Liverpool, and other points along the Atlantic coast of Nova Scotia, so that Yarmouth is a busy and important transportation center.

Two through trains a day are run by the Dominion Atlantic Company between Yarmouth and Halifax in summer, the most famous of which is the "Flying Bluenose." This fast and luxurious express, with buffet parlor car attached, runs through the most interesting and attractive section of Nova Scotia, with stops at Weymouth, Digby, Annapolis, Middleton, Kentville, Wolfville, Windsor, and a few other important points, reaching Halifax in season to admit of the tourist becoming comfortably settled in his hotel long before dark.



MARKLAND, A YARMOUTH SUMMER RESORT



YARMOUTH, FROM ACROSS THE HARBOR

alternately presents the contrasts of lakes, forest, farm land, rivers, and hills.

After leaving the pretty lake section, just outside of Yarmouth, the tourist is whirled through a wilderness region in which considerable lumbering is carried on, as the occasional sawmills passed indicate. It is likewise the happy hunting-ground of the sportsmen, for the lordly moose has his ranges hereabouts.

After passing Hebron, Ohio, Brazil Lake, and Hectanooga, the tourist, by looking to the left, may obtain a glimpse or two of smiling St. Mary's Bay, along whose nearer shore are scattered the interesting settlements of the Acadian French, many of them the direct descendants of Evangeline's people.

This is a part of the Nova Scotia summer playground but little known to the tourist, as it lies several miles away from the railroad.

Many of the quaint customs and fashions of the ancient Acadians

are still in vogue in these French-speaking communities, and the region will well repay a visit.

Meteghan is the principal station for the section, and sometimes the Acadian women, with black kerchiefs covering their heads, are found at the platform with dishes of luscious wild strawberries to sell.

The crossing of the Sissiboo River on the high trestle, just before reaching Weymouth, is one of the incidents of this part of the trip.

Weymouth itself is a pretty town, spreading over both shores of the Sissiboo, a picturesque stream that imparts energy to various lumber plants and finally joins the ruddy waters of St. Mary's Bay. Many tourists spend their vacations here.

Shortly after leaving Weymouth, the country grows more undulating, and soon the green hills about Digby project themselves into the landscape, and the traveler receives due notice that the much-extolled scenery of Nova Scotia is soon to be enjoyed in its reality.

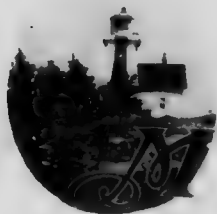


WEYMOUTH



ON THE SISSIBOO RIVER, WEYMOUTH

Delightful Digby

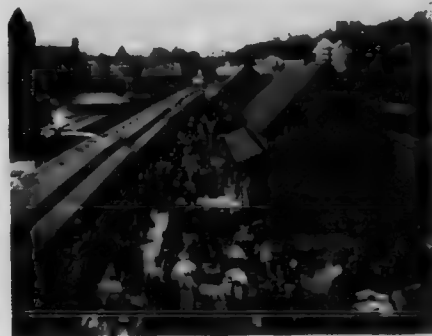


" Digby, the beauteous, the tourist's rest,
Nestles below a hill whose rugged crest
Affords a view that, centuries ago,
Startled explorers with its lovely glow.
A view of basin, forest, stream, and hill,
Whose glory is the traveler's wonder still."

OST people would concede that the pretty town of Digby, one of America's most famous watering-places, is a retreat that even those who are most indifferent to Nature's charms could not look upon without a feeling of delight. It lies at the western end of that broad and beautiful and historic sheet of water, Annapolis Basin, and the view of that glorious expanse to be had from the high hills back of the town has few equals outside of the Bay of Naples.

Verbal bouquets without number have been thrown at the feet of Digby by its admirers. It has been called the Canadian Bar Harbor, the Queen of Nova Scotia vacation resorts, and other nice things, and it deserves them all.

In this favored resort the delights and benefits of outdoor life are to be enjoyed in the superlative degree. The attractive town fairly overflows with summer hotels and boarding-houses. People come hither from all over the United States, many having their own cottages. Surrounded by forests of spruce, fir, and pine, and sheltered from the cold winds of the Bay of Fundy by guardian hills, the atmospheric conditions of Digby are perfect. Boating, bathing, salt-water fishing, driving, golfing, and tramping are included in the outdoor pastimes here. Some of the drives are exceedingly attractive, notably the one to Point Prim Light, from



TOURISTS ARRIVING AT DIGBY



THE "PRINCE RUPERT" AT DIGBY

where the New Brunswick shore may sometimes be seen; and the local liveries are excellent.

The vacation season at Digby begins early and ends late. From start to finish it is one uninterrupted period of pleasure. Everybody lives out of doors, and as a health resort there are few places to approach it. The normal summer temperature here, as in all parts of Nova Scotia, is many degrees lower than that of New York and the Middle Atlantic States. Only the thinnest edge of the hot spells that plague the region to the south ever reach here, and the nights are invariably cool. Hay fever and malaria are unknown, and insect pests are at a decided discount.

Bear River, the great cherry-growing center, Digby Neck, Weymouth, and other places of interest are reached by short and delightful drives from Digby. As the "Flying Bluenose" rolls into Digby station from either direction, the Company's splendid steel side-wheel steamship "Prince Rupert" will be seen waiting at the long pier, ready to hurry the tourist across the Bay of Fundy to St. John, N. B., 45 miles away, if that be his destination.

This is one of the most interesting short sea trips that can be made, and is over all too quickly. St. John, a maritime city of about the same size as Halifax, has many features of interest, historic, architectural, and natural. The celebrated reversing falls at the junction of the harbor and the St. John River is one of the wonders of the continent. When the tide is out the river tumbles over a rocky declivity to the harbor below, and when it is high the operation is practically transposed.

By taking a steamer at St. John and following this noble river up to Fredericton, the capital of New Brunswick, the tourist is introduced to some of the most charming scenery to be found anywhere in Canada. It is as delightful in its way as a trip on the Hudson.

The other famous waterways of New Brunswick — the Kenne-



BEAR RIVER



ANNAPOLIS BASIN, NEAR DIGBY



AFTER THE STORM — BAY OF FUNDY

and sailing through the majestic Gap that admits the swirling Bay of Fundy waters into Annapolis Basin, the tourist may re-embark upon the "Flying Bluenose" and complete the journey to Halifax; or he may reserve the New Brunswick part of his tour until the return from the capital, making it a side trip on the way back to Yarmouth.

becasis, Miramichi, Tobique, and Nerepis among them — all have their own peculiar charms, and some of them are famous for their salmon fishing. The wilderness region of this Province is the haunt of moose, caribou, and deer, and a veritable happy hunting-ground for the sportsman.

Prince Edward Island, the Garden Province of the Gulf, may be reached from St. John by taking the train to Point du Chene and changing there to steamer for Summerside. Returning to Digby by the "Prince Rupert,"



A CHERRY FEAST,
BEAR RIVER



CURING CODFISH, DIGBY



DIGBY, THE TOURISTS' DELIGHT MECCA

Annapolis Royal and the Famous Valley

"Port Royal, ancient, grand, historic town,
Where firm-set walls and stern old batteries frown."



DEMONT'S MONUMENT,
ANNAPOLIS ROYAL.

STEAMING away from the bustling station at Digby, the "Flying Bluenose," for nearly 20 miles, winds its way around the serpentine southern shore of that marvelously beautiful inlet, Annapolis Basin.

The scenery is just as lovely to-day as when the delighted eyes of the French explorer, DeMonts, first rested upon it three centuries ago; and on no stage of his journey through Bluenose-land will the tourist be so greatly refreshed, inspired, and pleased as here. Bear River and several other streams and inlets are crossed on high bridges, and finally the grassy ramparts of the ancient fortress of historic Annapolis Royal are passed and the train makes its next important halt.

Annapolis Royal lies at the western end of the far-famed valley of that name and is another favorite resort of American tourists. With its dramatic history all are familiar. Its old fort and barracks and powder magazine speak eloquently of the storied past, and are about all that is left to tell the tale of

that early period in the annals of Acadia—an era of bitter conflict between English and French, with attacks by pirates and ambushes by Indians to keep life from getting monotonous between times.

The town itself is neat and attractive, the hotels are good, and the social life is all that could be wished. The people of Annapolis Royal are very proud of their town's place in history, and many of them are people of culture and refinement. Recently the 300th anniversary of the founding of the place by DeMonts was celebrated with fitting ceremonies.

The environs of Annapolis Royal are very picturesque, and the opportunities for driving and boating are unrivaled.

The interest of the trip has but begun, however, for

" Here Nova Scotia's ' Garden Vale ' begins —
A land of fruits — blest is the man who wins
A home within its borders rich and fair,
For peace and plenty ever nestle there."

The Annapolis Valley extends east and west for 70 miles, and well deserves the name of " Garden Vale." Through its entire length the " Flying Bluenose " races against time, now following the curving banks of the turgid Annapolis River, anon rushing through miles of fruitful apple orchards, and next hurrying across level expanses of meadow and marsh land, past tiny hamlets and prosperous towns, the beauty of the scenery increasing with each minute consumed.

The Annapolis Valley, sheltered from the cold winds of the Bay of Fundy by the picturesque North Mountain range, is one of the finest fruit growing regions in the world. The great specialty of its prosperous and intelligent farmers is apples, some half-million barrels of these being cultivated annually, the greater part of the crop finding a ready and profitable market in England. The people of London can purchase apples from New Zealand or Nova Scotia in the same mart, but they usually prefer the Bluenose brand.

In apple-blossom time, in June, the entire valley gives the appearance of a summer snowstorm, and the fragrance is something that is not to be set forth in printed words.

When the harvest time comes, the scene throughout this lovely vale can only be described as a riot of color, in which the varying shades of green, red, and yellow are battling for supremacy.

Between Annapolis Royal and Kentville there are a dozen or more pretty



THE ANCIENT MAGAZINE, ANNAPOLIS ROYAL.



THE OLD FORTIFICATION, ANNAPOLIS ROYAL.



ON THE MIDLAND DIVISION

artists, and Chester is an especial favorite with all classes of tourists, many New York, Philadelphia, and Baltimore people sojourning there regularly.

In the vicinity of Middleton one will find many famous trout and salmon pools on the head waters of the Annapolis river. From this point also various beautiful drives may be taken to the different picturesque fishing hamlets on the Bay of Fundy shore.

From Middleton it is a brief run of about 31 miles to Kentville, the largest town, and one of the most attractive in this part of the Province. Standing near the head of the Annapolis Valley, Kentville, with its broad, tree-shaded streets, its pretty homes and charming flower gardens, is exceedingly popular with vacationists, many of whom stop here for the purpose of enjoying the magnificent drive through the famous Cornwallis Valley and to the top of Cape Blomidon.

In Kentville are located the principal offices and construction and repair shops of the Dominion Atlantic Railway, a fact that means much to the material welfare of the town. The social life of the place is exceedingly pleasant, and summer outdoor existence is a continuous joy.

towns that share in the fine air and beautiful scenery of this favored valley, and in each of which the "summer boarder" is made royally welcome.

The principal stop of the "Bluenose," however, is at Middleton, where the vale broadens out perceptibly, and where connection is made with trains of the Halifax & Southwestern Railway for various vacation centers scattered along the Atlantic shore of the Province.

These places are all well worth visiting as a side trip, and they include Bridgewater, at the head of navigation on the lovely Lahave River; Liverpool, Lunenburg, Mahone, Chester, and Hubbard's Cove. This rock-bound, indented coast is a favorite haunt of



A HAPPY FAMILY

From Kentville a short branch line of the railway runs through the Cornwallis Valley, than which there is no more fertile region in all Canada, outside of the Ottawa Valley and the Province of Manitoba.

Canning and Kingsport, the latter an interesting shipbuilding center, are reached by this branch line; but the favorite excursion from Kentville is the trip to the top of the noble mountain terminating in Cape Blomidon. This may be made by carriage, either from Kentville or Canning. From Look-Off, the objective point of the drive, one of the most glorious panoramas on the continent may be viewed from an altitude of 700 feet. The entire Cornwallis Valley, with its great farms reduced almost to the proportions of the squares on a checkerboard, lies immediately below, while to the left is outspread the glistening surface of the storied Basin of Minas, across which Evangeline and Gabriel and the rest of the hapless Acadians went forth to seek new homes a century and a half ago.

It is a picture that can never be effaced from memory, for in very truth,

"Such lovely scenes unroll that gazing men
Long for an artist's brush, a poet's pen."



THE PEREAU VALLEY, LOOKING TOWARD BLOMIDON AND MINAS

From Kingsport and Wolfville, the Railway Company's steamer "Prince Albert" plies across the tide-vexed Minas Basin to Parrsboro, and tourists who take this delightful side excursion will see the very climax of the Bay of Fundy's marvelous scenery.

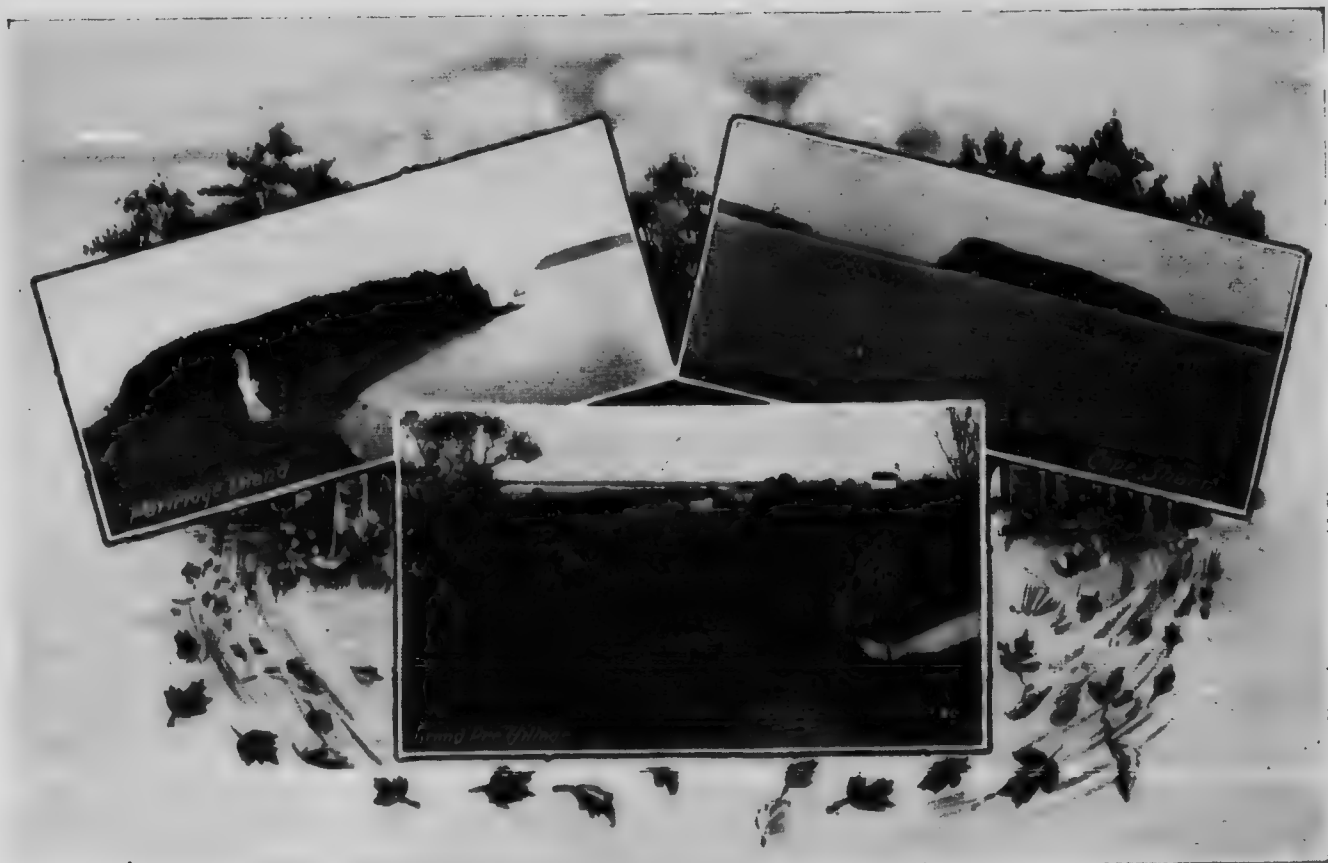
This is the region where Indian tradition mingles with the pathos of the Acadians' history, for it was here that the mighty Glooscap fought his heroic battles with the fabled monsters of the land and the deep, and where the evidences of his wrath and his prowess still abide in the shape of rocky islands and disunited mountain ranges.

Grand old Cape Blomidon, the stern yet beautiful guardian of the channel, Cape Split, Partridge Island, Cape Sharp, and other noted features of the landscape are approached so closely as to give the tourist the sense of personal acquaintance.

Time and tide wait for no man, and here man has to wait upon the tide; for the running schedule of the steamer is wholly dependent upon the vagaries of the Minas flood.



MINAS BASIN AND BLOMIDON, FROM WOLFVILLE



GRAND PRE VILLAGE, AND THE "GLOOSCAP" COUNTRY

In Evangeline's Land, and Beyond

" But when at length to Wolfville Heights we go
And mark the smiling vale of Gaspereau,
The Eden-haunted beauty of that scene
Lends to our spirits of its joy serene."



FROM Kentville to Wolfville, the comely college town that has grown up in the very atmosphere of romance, one may go either by train or carriage.

If by the latter means, the drive may include the Gaspereau Valley, reaching Wolfville by way of Grand Pré village. This is one of the most delightful vales of peace, prosperity, and contentment in the world, and its name and fame are familiar to all who have read Longfellow's immortal poem. Wolfville is a thoroughly attractive and progressive town, and gains much, socially and intellectually, from the fact

that it is the seat of Acadia University and Seminary.

It is a favorite vacation headquarters for American tourists, partly on account of its own attractiveness, and in part because it so closely adjoins Grand Pré and the remaining vestiges of the Acadians' occupation.

The views from the high hills back of the town are superb, taking in a wide expanse of luxuriant marshes and ruddy waters, and almost equaling the prospects from Look-Off. The sunsets are an inspiration, and the violet distant hills across the Basin are a perpetual source of interest and satisfaction. It is in this vicinity that the remarkable range of the Fundy tides begins to impress the visitor, for ships of large size are frequently to be seen high and dry in the various little ports hereabouts. This strange phenomenon of Nature is a never-failing source of interest to tourists.

In the quiet and dignified village of Grand Pré, "distant,



ACADIA UNIVERSITY, WOLFVILLE



OLD FRENCH WILLOWS, GRAND PRÉ

Landing, Avonport, and Hantsport, and following the windings of the muddy Avon River, with superb views on the left, the "Flying Bluenose" finally crosses that tidal stream on a long steel bridge and arrives at another Nova Scotia town dedicated to education and literature—Windsor. This was one of the earliest of the settlements in the Province, and it is to-day an enterprising, growing, and up-to-date town, with important industries and attractive residences and churches. It is the seat of King's College, one of the oldest educational institutions in the country, and also contains the former residence of Nova Scotia's famous writer, Judge Haliburton, author of "The Clockmaker," and known to the world as Sam Slick.

secluded, still," and upon its surrounding meadows, one may spend many an interesting hour, a copy of "Evangeline" in hand.

There are yet to be seen a few tangible evidences of the Acadian farmers' residence, including the ancient dikes that their willing hands had "raised with labor incessant," old willow and apple trees planted by those same hands, and the reputed site of the well from which the inhabitants drew their water.

These and the crumbling pine coffins and other relics that are to be seen in a collection at Wolfville are about the only links that connect the material present with the romantic past. Of the many fine drives in this vicinity, one of the most enjoyable is that across the breezy, diked meadows to Evangeline Beach.

Passing
Horton



MINAS CHANNEL, FROM PARRSBORO



BATHERS AT EVANGELINE BEACH

It is, perhaps, worthy of note that Windsor, while one of the most renowned of seaports, is almost bereft of water when the tide is out. It was in this vicinity that the late Charles Dudley Warner made his momentous discovery regarding the usefulness of water as an adjunct to a river.

"Cape Breton next our eyes would fain explore —
The fairest gem upon the northern shore;
Here flash the waters of the Arm of Gold;
By gifted pens its glories have been told.
O charmed dwelling place! well may the Gael
Lodge in this isle of lake and mount and dale."

The tourist whose destination is Cape Breton or Prince Edward Island changes at Windsor for a delightful 58-mile journey over the Midland Division of the Dominion Atlantic Railway to Truro, on the line of the Intercolonial Railway.

This is the newest and one of the most attractive parts of the system. The line runs through alternating wild and pastoral scenery, rising at times to altitudes where

"Far in the background, if by mist not hid,
We trace the iron hills of Cobequid."



THE NORMAL SCHOOL, TRURO



TRURO

The valleys of the St. Croix, Kennetcook, Five Mile, and Shubenacadie Rivers are followed, every turn in the route bringing a new surprise. Now it is a deep forest, next a fragrant orchard the train rushes through, and from the summit a grand view, looking toward Minas Basin, is to be had. It is an experience unique in railroad travel through Nova Scotia.

The Shubenacadie, which is the highest tidal river in the world, is crossed on an immense steel bridge costing \$300,000, and constructed under the greatest of engineering difficulties. The Shubenacadie rises 10 feet in 14 minutes, and has a tidal "bore" that



CAPE SPLIT

ist, the former for its bold and rugged
ery and the latter on account of its pas-
beauty and great salubrity of cli-

There is nothing on the continent
like the Bras d'Or lakes, and at Whyco-
That Sort of Thing," the visitor will find

Cape Breton also has its historic
and at North Sydney the splendid steam-
awaits the tourist whose objective point
ent Colony," the island of Newfound-

This Norway of the New World,
most limit of vacation travel, unless one

travels at the rate of 8 or 9 miles
an hour. In this vicinity are
some wonderful caves, formed in
the cliffs of plaster that abound
hereabouts, by percolation.

At Truro, a progressive town
with attractive surroundings, con-
nection is made for Cape Breton
by way of the Strait of Canso,
and for Prince Edward Island,
"The Garden of the Gulf," by
steamer from Pictou.

Both of these regions are well
worthy the attention of the tour-



"DIGBY CHICKENS"



EARNING THEIR "KEEP"

scen-
toral
mate.
just

comagh and Sydney and "Baddeck, and
summer life most restful and delicious.
Louisburg and its wonderful coal mines;
ship of the Reid Newfoundland Company
is that marvelously interesting "Anci-
land.

with Labrador, represents the eastern-
wishes to visit Europe.

Halifax, the Picturesque Garrison City

"The town was reared in strife — her records tell
How British cheer was blent with savage yell.
But peace has long been hers, and vexing care
Bears lightly, e'en where toil and traffic are."



WANDERING from Windsor, the main line of the Dominion Atlantic Railway swings round in a southeasterly direction to Halifax, the capital city of the Province, 46 miles distant. Part of the route lies through what must serve to-day for the "forest primeval," upon which the thoughts of Longfellow dwelt so fondly. Emerging from this, and passing rocky Windsor Junction and the smiling lakes beyond, the "Flying Bluenose" rounds the shores of peerless Bedford Basin in a graceful curve and ends its long journey in the busy railway station in the Garrison City.

Few Canadian cities have so great an attraction for the American tourist as Halifax, and not many communities anywhere have been the subject of so many newspaper and magazine articles and of lectures.

It is the Mecca of summer visitors to the Maritime Provinces. It is one of the most strongly fortified places in the British dominions, well deserving its name of the Western Gibraltar.

Dominated by its high Citadel, it spreads out



ONE OF BRITAIN'S BULWARKS



VIEW FROM POINT PLEASANT PARK, HALIFAX

bodies of the Province meet, and wherein is to be found the Provincial Library and the portraits of eminent Nova Scotians; the residences of the Lieutenant-Governor, the Commanding General, and the Admiral of the North Atlantic Squadron; the City Hall, Dalhousie College, the Victoria General Hospital, and the Armories.

There are a number of interesting churches, including St. Mary's Cathedral, St. Paul's, and the Garrison Chapel, where the soldiers attend service.

It is the outdoor life of Halifax that interests the visitor most, however. The city is well provided with public breathing spaces,

over a large area and appears to contain many more than its 45,000 or 50,000 inhabitants. To the stranger the keynote of life here would appear to be the military one. For many years the city has been an important British garrison town and naval station, and Tommy Atkins' brilliant scarlet tunic has been as familiar a sight upon its streets as the sunset glow behind its hills.

The finest view of Halifax and its surroundings is to be had from the ramparts of the Citadel, and the picture unfolded from this point of vantage is scarcely less impressive than that from the heights above Quebec.

The public buildings of interest to the stranger include the Province Building, near the hotel section, in which the legislative



BEDFORD, NEAR HALIFAX



CHANGING THE GUARD, HALIFAX CITADEL.

the largest and most beautiful of all being the park at Point Pleasant, a drive or walk through which is a source of keen delight. The Public Gardens, too, in which the natural and the artificial in floriculture are happily blended, can be rivaled by but few cities on the continent. During the tourist season the fine military bands play in the Gardens frequently, and the evening illuminated concerts are especially popular.

Drives and water excursions can be taken everywhere. Steamers run regularly to the island picnic resorts in the harbor and to that marvelously beautiful inlet back of the city, the Northwest Arm. The shores of the Arm contain the residences of a number of the well-to-do citizens, and its waters are the scene of many an exciting regatta and attractive carnival.

Bedford Basin, a circular prolongation of the harbor, is another spot of rare scenic attractions, its shores being dotted with lovely and restful summering places, like Rockingham and Bedford. Dartmouth is well worth a visit, and Cow Bay, with its splendid bathing beach, situated some miles to the eastward, is especially so.

Along the so-called South Shore there are numerous coves, bays, and harbors piercing the rocky front of the coast, which are the delight of artists — places like Herring Cove, Hubbard's Cove, and Ketch Harbor. Beyond these again lie those attractive vacation resorts, Chester, Mahone Bay, Bridgewater, Lunenburg, Liverpool, and Shelburne, which may be reached from Halifax by steamer or rail.

The social life of Halifax is one of its marked characteristics, and its people are hospitable and friendly to a fault. The city has several clubs of large membership and a number of athletic organizations — outdoor sports and pastimes receiving great attention.

Steamship lines radiate to all important local points in the Province, and to Europe, the West Indies, Prince Edward Island, Newfoundland, Miquelon, Quebec, and Montreal.



"CAMPING OUT" NEAR MIDDLETON



HALIFAX IS FULL OF INTERESTING CONTRASTS

Homeward Bound

"Strongly it bears us along in swelling and limitless billows;
Nothing before and nothing behind but the sky and the ocean."

RESTED and refreshed by his sojourn in the Land of Evangeline, the tourist finds himself once more in Yarmouth ready for the concluding stage of his journey.

If he desires to vary the return route, he may do so by taking passage on one of the fine steamships of the Company's Boston-Yarmouth service. These steamships leave Yarmouth every afternoon, except Sunday, during the tourist season, and arrive at Boston early the following morning, the route lying for 240 miles across the Gulf of Maine and through picturesque Massachusetts Bay and Boston Harbor. From the "Hub" the tourist may proceed to New York by all-rail or Sound line route.

The "Prince Arthur" departs from Yarmouth after arrival of the "Flying Bluenose" and express trains from Halifax, usually about 5 P. M. This allows passengers about three hours of daylight on the ocean.

As the good steamship gets fairly under way on her return journey to New York, the passengers enjoy a distant view of the picturesque Tusket Islands, which number more than 200, and are on the port hand, to the southward.

The course is west-southwest, direct for Pollock Rip Lightship, and when morning breaks the "Prince Arthur" is already approaching the southeast coast of Massachusetts.



A GLIMPSE OF CHARMING PICTURES



"SAM SLICK" HOUSE, WINDSOR

cerned the low-lying island of quaint Nantucket. Continuing westward, Cross Rip Lightship is soon abeam, the crew, composed for the most part of swarthy Gay Head Indians, usually coming on deck to wave a cordial salutation to the returning tourists.

Cape Poge is soon made out to the southward, and then the ship runs close to Vineyard Haven, passing the East and West Chop Lights; Cottage City, the famous watering-place, appearing in the distance to the south.

In passing West Chop Light the "Prince Arthur's" numbers are run up, and she is quickly reported to the marine department of the New York *Herald*.

The next change in the course is at Nobska Light, just off Wood's Hole, where is located the United States Government Fish Hatchery, the largest of the kind in the world. Steaming down through Vineyard Sound, with plenty of other craft for company, Martha's Vine-

One of the first objects to loom through the haze is the Marconi wireless telegraph station at South Wellfleet, the lofty towers of which rise many feet above the level of the sea. Sometimes these are seen before the land is made out at all.

The three lights of Nauset next come in range, backed by the high wooded ridges near Chatham. Then comes Chatham Light, whence the passing of the "Prince Arthur" is reported to the Boston Chamber of Commerce.

Shortly thereafter the steamship enters Pollock Rip Slue and steers for the Shovelful Lightship, passing close to the low land of Monomoy and near the Monomoy life-saving station.

From here the course is to Handkerchief Shoal Lightship. To the southward can now be dis-



IN THE SPORTSMEN'S PARADISE



APPLE BLOSSOMS IN "THE VALLEY"

Through the darkness, guided by the coast lights, the ship's course is then shaped up the Sound. Horton's Bluff Light flashes to the south, and Cornfield Lightship's bright beacon twinkles to the northward. About 10 P. M. the Fall River and Providence line boats, outward bound, are usually passed, the music of their orchestras often being plainly heard.

Stratford Shoal Light, Captain's Island, and Execution Rock are next passed, and about 2 o'clock A. M. the "Prince Arthur" anchors off City Island, where the quarantine and customs regulations are complied with during the "wee, sma' hours."

About 6 o'clock in the morning the ship proceeds up the East River through Hell Gate, and is made fast to her pier about 7.30. Thus happily ends a land-and-water vacation trip without a rival in America.

yard appears to the southward, and Naushon Island, privately owned and stocked with deer, is to be seen to the north.

This vicinity is a favorite anchorage ground for United States warships, and the steamship frequently falls in with them.

The next landmark is Gay Head, whose rainbow-tinted cliffs give a brilliant and surprising touch of color to the scenery.

Passing out by Vineyard Lightship, the course is next shaped for Point Judith, familiar to all who patronize the Sound steamships, and after leaving this the route is toward the Race, the entrance to Long Island Sound. Block Island and Montauk Point both lie to the southward.

At sundown, after one of the most glorious daylight marine trips that could be imagined, the "Prince Arthur" is near the entrance to the Sound and passing by Little Gull Light, which seems to bid the passengers a mute welcome back to home waters.

"Come, then, all who would find a cool retreat,
Out from the crowded city's dust and heat;
Northward and eastward take the wat'ry way —
'Tis but the voyage of a summer day —
To that Acadian clime whose fiercest heat
Is ever tempered by the sea-breeze sweet."



DINING ROOM — S. S. "PRINCE ARTHUR"



MUSIC ROOM — S. S. "PRINCE ARTHUR"



GLIMPSE OF PROMENADE DECK — S. S. "PRINCE ARTHUR"

List of Nova Scotia Summer Resort Hotels

PLACE	NAME	PROPRIETOR	PER DAY	PER WEEK
Annapolis Royal	Clifton	McMullin & Riordan	\$1.50	\$7.00 to \$10.00
	McLeod	Mrs. McClellan	1.50	7.00
	American	N. A. Moore	1.50	6.00 to 8.00
	Queen	Riordan Bros.	2.00	Agreement
	Hillsdale	C. A. Perkins	2.00	"
Aylesford	Commercial	Mrs. M. B. Salter	1.25	5.00 to 6.00
	Aylesford	Mrs. E. Brannan	1.00	4.00
	Bear River	F. Jones	1.50	6.00 to 8.00
	Bear River	W. J. Morton	1.50	7.00
	Hotel Berwick	N. K. Neily	1.50	8.00
Berwick	St. James	William Coude	1.50	Agreement
Bridgetown	Grand Central	F. W. Clark	2.00	"
Bridgewater	Clark's	C. E. Church	1.50	"
Canning	Waverly	Mrs. G. E. Eaton	1.25, 1.50	"
Chester	Canning	L. C. Manning	1.50	"
	Lovett House	E. M. Robinson	1.50	"
	Columbia	Edmund W. Allen	3.00 up	"
	Hackmatack Inn and Cottages	J. L. Nickerson	1.50	"
	Sea View	Mrs. J. Wright	1.50, 2.00	6.00 to 10.00
Clarke's Harbor	Digby House	W. S. Troop	2.00, 3.00	9.00 to 15.00
Digby	Manhattan	Mrs. J. A. Treiry	1.50, 2.00	Agreement
	Trefry House	C. A. Jordan	1.50, 2.00	7.00 to 12.00
	Dufferin	W. J. Aga.	1.50	Agreement
	New Waverly	Mrs. Kiley	1.50	"
	Burnham's	A. Brown	2.00, 5.00	10.00 to 30.00
	Lour Lodge	H. G. Turnbull	2.50	Agreement
	Myrtle House	C. A. Jordan	1.50, 2.00	7.00 to 12.00
	Columbia	G. W. Wightman	1.25, 2.00	Agreement
	Wightman's	F. G. Eaton	1.50	"
	Eaton's Hotel	H. B. Churchill	2.00, 5.00	10.00 to 30.00
	The Pines	Mrs. Stalling	1.25	Agreement
	Harmony Lodge	J. R. O'Connor	1.50, 2.00	"
	Bay of Fundy House	E. L. McDonald, Mgr.	3.00	"
	Halifax	J. P. Fairbanks	2.00, 2.50	"
	Queen	E. E. Havill	2.50	10.50
Halifax	Waverly	J. S. Lomas	1.50	Agreement
	Lorne	J. W. Naylor	1.50	"
	Albion	J. W. Salterio	1.50, 2.00	5.00 to 10.00
	Royal			

Nova Scotia Hotels—Continued

PLACE	NAME	PROPRIETOR	PER DAY	PER WEEK
Halifax	Acadian	D. H. Doody	\$1.50 1.00	\$7.00 to \$10.00
	Carleton	F. W. Bowes	1.50 1.00	8.00 to 10.00
	Revere	E. Rolston	1.50, 2.00	Agreement
	Hillside Hall	John Barnes	1.50, 2.00	8.00 to 12.00
	New Victoria	A. J. Marley	1.50, 2.50	Agreement
	Birchdale	F. W. Bowes	2.50, 3.00	12.00 to 18.00
	Grosvenor	Miss W. F. Esdaile	1.50	Agreement
	Elmwood	H. C. Preedy	1.50, 2.00	8.00 to 12.00
	King Edward	Wm. Wilson	2.00, 2.50	Agreement
		E. W. Dalton	1.25	6.00
Hantsport	American	M. Wall	1.25	4.00 to 7.00
Kentville	Hantsport		2.00	Agreement
	Aberdeen	H. L. Cole	2.00	"
	Porter	W. H. Townsend	1.25	"
	American	Jas. McIntosh	1.25	"
	Lyons	Albert Franey	1.00	"
	The Chestnuts Sanatorium	Miss A. Webster	1.50	"
	Central	J. P. Corkum	1.25	5.00
Kingsport	Valley House	C. C. Neily	1.00	Agreement
Kingston	Hotel Comeau	A. Comeau	1.50	"
Little Brook	Mersey	P. F. Butler	1.50	"
Liverpool	Acadia	Mrs. E. Sellon	1.50	"
	Elmhurst	Mrs. S. F. Freeman	Agreement	"
	Seaview	Miss Louise Ringer	1.00	5.00
Lockport	Hillcrest	Mrs. M. F. Churchill	1.50	6.00
	King's	J. W. King	2.00, 2.50	10.00
Lunenburg	Royal	G. A. Mader	1.50	7.00
Mahone Bay	American	Mrs. B. Scott	1.00	5.00
	Zwicker's	Mrs. S. Joudry	1.00	5.00
	Aberdeen	J. W. Langille	1.50	6.00 to 9.00
	Bay View	W. German	1.50	6.00 to 9.00
Meteghan	Royal	Mrs. E. E. Sheehan	1.50	6.00 to 8.00
Meteghan River	LaAcadienne	Miss C. Doucette	1.50	Agreement
Middleton	Hotel Spa	D. Muir, Jr.	1.25	"
	Hatfield	A. J. Hatfield	1.50	"
	American	F. L. Shaffner	1.25	4.00
Mount Uniacke	Klondyke House	Wm. Glassey	1.50	5.00
New Germany	Morgan	J. H. Miller	1.25	6.00
	McLeod	J. H. McLelland	1.25	7.00
Newport	Newport	W. Gibson	1.50, 2.00	6.00 to 10.00
Parraboro	Broderick's	J. W. Broderick	1.50	Agreement
	Grand Central	C. E. Day	1.50	

Nova Scotia Hotels—Continued

PLACE	NAME	PROPRIETOR	PER DAY	PER WEEK
Parrsboro.....	Cumberland	W. D. Mahoney	\$1.00, 1.50	\$4.00 to \$5.00
Port Maitland.....	Ellis House	A. E. Ellis	1.50	Agreement
Port Williams.....	Port Williams	M. A. Orr	1.00	5.00
Shelburne.....	Atlantic	D. B. Frost	2.00	Agreement
Smith's Cove.....	Harbor View	W. Cossaboom	1.50	8.00 to 10.00
	Out of the Way Inn	E. R. Thomas	2.00	6.00 to 8.00
	Imperial House	B. Hunt	1.00	5.00 to 7.00
Truro.....	Learment	A. H. Learment	2.00	Agreement
	Stanley	J. H. Stevens	2.00	"
	Victoria	N. Lee	1.50	"
	Granville	G. Dupe	2.00	"
	Grand Central	Mrs. White	1.00	"
	Parker	R. Cunningham	1.00	"
	Jubilee House	Mrs. M. A. Maddin	1.00	"
Waterville.....	Parker House	A. C. Parker	1.00	"
Weymouth.....	Weymouth	R. L. Black	1.50	"
	Goodwin's	J. W. Goodwin	1.50	"
	Lombard	J. D. Lombard	1.00, 1.50	"
Windsor.....	Victoria	J. Doran	1.50, 2.00	9.00
	Somerset House	W. Poole	1.25	5.00 to 6.00
	Clifton	G. N. Towell	1.50	7.00
Wolfville.....	Royal	J. D. Beckwith	2.00	Agreement
	Kent Lodge	Mrs. Moore	Agreement	"
	Acadia Villa	Rockwell & Co.	2.00, 2.50	"
	Acadia Seminary	"	2.00, 2.50	"
Yarmouth.....	Grand	Grand Hotel Co.	2.50, 3.00	12.00 to 18.00
	Queen	R. J. Melvin	1.50, 3.00	Agreement
	Globe	W. Jones	1.00	"
	Central	T. Muise	1.00	"
	Oxford	J. Shores	1.50, 2.00	"
	Bay View Lodge	A. McDonald, Mgr.	1.00	7.00 to 9.00
	Markland	A. B. Crosby, Mgr.	2.00	8.00 to 15.00

New Brunswick Hotels

St. John.....	Royal	Raymond & Doherty	4.00	Agreement
	Victoria	Victoria Hotel Co.	2.50, 4.00	"
	Dufferin	Foster Bond & Co.	2.50, 3.00	"
	Park Hotel	Chas. Damery	2.50, 3.00	"
	Clifton House	W. Allen Block	2.00, 2.50	"

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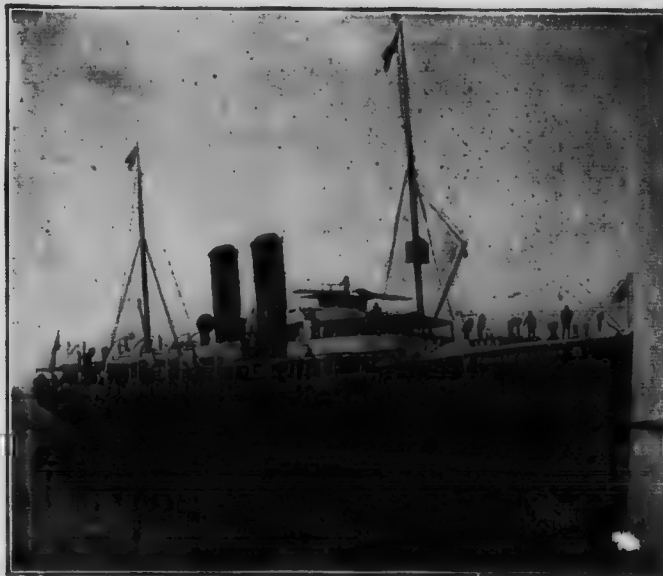
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DATES OF SAILING

From New York, 2 P. M.

Saturday, June 22	August 3	
Thursday, " 27	" 8	September 5
Tuesday, July 2	" 13	" 10
Saturday, " 6	" 17	" 14
Thursday, " 11	" 22	" 19
Tuesday, " 16	" 27	" 24
Saturday, " 20	" 31	" 28
Thursday, " 25	Arriving at Yarmouth second morning following	
Tuesday, " 30		

From Yarmouth, 5 P. M.

Monday, June 24	August 5	September 2
Saturday, " 29	" 10	" 7
Thursday, July 4	" 15	" 12
Monday, " 8	" 19	" 16
Saturday, " 13	" 24	" 21
Thursday, " 18	" 29	" 26
Monday, " 22		
Saturday, " 27	Arriving at New York second morning following	
Thursday, Aug. 1		

FROM PIER FOOT OF EAST 20TH STREET, EAST RIVER

(See Map on opposite page)

